

HERITAGE CONSERVATION PLAN

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INTRODUCTION

John Ruskin wrote in 1849 about old buildings:

"They are not ours. They belong partly to those who built them and partly to all the generations of mankind who are to follow us. That which they intended to be permanent, we have no right to obliterate. What other men gave their strength and wealth and life to accomplish, it belongs to all their successors."

The cultural heritage of eastern Loudoun County is rich in historic significance. The eastern portion of the County includes land that was originally part of the early land grants from Lord Fairfax to various settlers. There is a long history of agricultural activity dating from the time of the colonists. Before that the area was rather densely settled by various indian civilizations. The remains of some of these early indian settlements have been discovered on Lowe's Island and are thought to date back as much as 6,000-10,000 years. The eastern Loudoun area was travelled extensively by early colonists throughout the 18th and 19th centuries. The Vestal's Gap Road (see resources inventory p. 269) was the major east-west transportation route in this part of the country and was travelled many times by George Washington on his way between Leesburg and Alexandria. There still remains much physical evidence of the agricultural, residential and transportation elements which made up the early community of eastern Loudoun County. This remaining evidence is the strongest physical and visual connection that citizens of eastern Loudoun have with their past and should be preserved by implementing the area plan.

From the earliest settlements in the 18th century, until the last few decades, there was little change in the social and economic community of eastern Loudoun County. Growth was very slow, which kept the population virtually stable over a period of two centuries. The agricultural industry was the primary economic element, with the associated supporting goods and service industries also present. It was basically a rural, agrarian society until the development boom of the 1950's and 1960's.

As development rapidly expanded from Washington, D.C. through Fairfax County into Loudoun County, the character of the eastern Loudoun community changed from predominantly agricultural to a largely suburban residential character. Along with this growth came a large amount of destruction of historic homes, farm buildings and farmlands in order to make room for new housing developments and commercial facilities. Although many, and perhaps most of the pre-twentieth century structures have been destroyed, there are still some left. Of course, in addition to actual structures, there still exist sites of former structures or of significant events. The general trends that have taken place over the last two decades in the eastern area can be outlined as follows:

1. As suburban growth has occurred in eastern Loudoun, many older structures have been demolished to make room for new residential subdivisions.

2. As farms have been sold and converted into new residential development, large amounts of scenic land have been covered with roads and buildings and many farm related structures have been destroyed and replaced by new residential and commercial structures.
3. As large numbers of new residential units have been built in eastern Loudoun, and as many of these have been purchased by people who work in other jurisdictions, the eastern Loudoun area has ceased to be an independent rural farm community and has become essentially a "bedroom" community for the Washington, D.C. and Fairfax employment centers.
4. As farming has diminished as a major industry in eastern Loudoun, and residents are not tied as closely to the land, the people in eastern Loudoun have become increasingly transient and very mobile in terms of their places of residence. This has tended to reduce the concern for and awareness and understanding of the community's cultural and architectural heritage.
5. In many instances, property owners have found that it is more economical to demolish an older existing structure and replace it with a new one, or let the older structure deteriorate rather than rehabilitate or expand it.

POLICIES

The policies which will guide the land use management decisions regarding the conservation of heritage resources in eastern Loudoun County can be divided into three major topic areas. These are: existing historic sites and structures, scenic and open space resources, and the impact and character of new development. The county-wide policies which are stated in the Resource Management Plan (*RMP, page 241*) apply to the eastern Loudoun area specifically, as well as to the rest of the County. In addition to these general policies, the eastern area needs specific policies of its own in order to guide heritage conservation efforts in an area whose character is like no other area in the County.

The additional policies for heritage conservation in eastern Loudoun are as follows:

A. Existing Historic Sites and Structures:

The County will:

1. Encourage the education of eastern Loudoun residents with regard to the cultural heritage of their community.
2. Encourage the establishment of historic district overlay zoning for both neighborhoods and individual sites.
3. Encourage rehabilitation of older structures for continued use or adaptive uses.

4. Encourage private efforts aimed at preserving historic properties.

B. Scenic and Open Space Resources:

The County will:

1. Encourage the establishment of preservation easements on significant scenic and historic properties.
2. Encourage developers to reserve substantial areas of open space within new developments in order to conserve the scenic character and quality of eastern Loudoun.
3. Identify those scenic and open space areas in eastern Loudoun which should have the highest priority for conservation efforts and institute programs and mechanisms aimed at preventing them from being damaged by new development.
4. Coordinate programs aimed at conserving environmentally sensitive areas with those aimed at conserving scenic areas, so that each of these efforts will reinforce the other.

C. The Impact and Character of New Development:

The County will:

1. Encourage the development of compact communities which include all types of uses (*industrial, commercial, recreational and residential*) in very close proximity to one another so as to reduce the dependence on motor vehicles, to conserve as much open space as possible, and to maintain the scale, and identity that are evident in older historic communities.
2. Establish design and site planning standards for new communities which will require that pedestrian and bicycle trails be built, that important or unique scenic areas be preserved, and that new buildings and neighborhoods exhibit a quality, integrity and character that is compatible with the historic sites and communities in the area.
3. Encourage mixed use developments in which different but non-conflicting uses may be allowed to occur on the same site or in the same building in order to achieve the benefits of community and economy that have been achieved by historic developments.

IMPLEMENTATION

The following are general recommendations for implementing programs aimed at the conservation and management of the historic and scenic resources of eastern Loudoun County. The topics of interest to which these recommendations apply are

organized in the same categories as are the policies. The recommendations refer mainly to general programs which the County should undertake in order to effectively conserve and use its heritage resources in the east.

A. Existing Historic Sites and Structures

1. Issues/Needs:

- a. Residents of the eastern Loudoun Area have the need and the right to see and experience evidence and examples of the cultural heritage of their community.
- b. The citizens who live in a given community or neighborhood should have some voice in how their fellow residents use or abuse the property in their neighborhood, especially if a change in use or appearance will have a large impact on the historic and visual character and quality of the community.
- c. Residents who own old and historic buildings often need some form of outside assistance or incentive in order to ease the economic difficulty of restoring or rehabilitating those structures.

2. The County shall establish Historic Overlay Zoning Districts in the eastern Loudoun area.

a. Concept and Purpose:

The purpose of a Historic District Overlay Zone is to conserve the character of a site, neighborhood or community which has particular historic or architectural significance. The overlay zone does not affect the basic zoning in terms of allowed uses or density; rather, it simply puts restraints on demolition of buildings, and allows for citizen review of major structural additions or alterations.

b. Feasibility for Eastern Area:

In eastern Loudoun County, there are no large areas which remain rich in significant sites in comparison to certain areas in the western part of the County. There are very few sites in eastern Loudoun which have regional or national significance. Also, there are no large concentrations of many historic sites or structures. However, even though there are few sites of extremely great significance, there are many structures and neighborhoods which have tremendous local significance to the citizens of the eastern Loudoun area. Listed in the Inventory and Analysis (*see Appendix, p. 269*) are some of the more important individual sites and neighborhoods in the eastern area. Because of the rapid growth occurring in eastern Loudoun, it is especially important that as many

of these sites as possible be conserved. There are several sites which have enough coherence, character and local significance to merit designation as historic districts. Since the restraints placed upon land use by the Historic Overlay District are relatively minor in that they do not affect current land use or density, it should be feasible to establish one or more historic districts in the area.

c. Implementation Procedures:

The following areas are recommended for inclusion in the County's Historic District Overlay Zone:

Groups of structures and neighborhoods:

1. Oak Grove community
2. Old Sterling commercial area

Individual Sites/Structures:

1. Lowe's Island
2. W&OD right-of-way and buffer area
3. Vestals Gap Road

After defining specifically the area to be included in a district, the County Planning Staff or designated volunteers should contact the landowners within the areas proposed for Historic District designation. After determining and documenting the level of support among the landowners whose property is involved, the Staff will, if necessary, redefine the area to be included and then proceed with submission of the proposed district to the Planning Commission for public hearing.

Depending upon the needs of affected landowners, it may be necessary to develop and adopt a modified Historic District Overlay zone which would apply to only the eastern Loudoun area.

3. The County shall formally designate the remaining significant historic sites as being of local historical significance, thus establishing a County Register of Historic Places. (*Refer to inventory in Appendix, p. 269*).
4. The County shall submit application for inclusion on the State and National Registers, the following sites: old Sterling, Oak Grove, Lowe's Island, Vestals Gap Road.
5. The County shall add to its existing Zoning Ordinance, provisions for granting density bonuses to developers if they preserve County designated historic or scenic properties with easements or other restrictive covenants.

a. Concept and Purpose:

The purpose of amending the Zoning Ordinance to allow increased density in a new development in return for preserving or rehabilitating an old or historic structure/site is to give a developer a reasonable incentive to retain important heritage resources during the development process.

The concept is similar to that of providing for increased densities in return for donating open space and other amenities.

If a developer purchases land which contains an important historic resource which the County feels should be preserved, but which the developer does not choose to preserve, the County could offer some reasonable increase in the number of residential units allowed to be built, or an increase in the floor area ratio, whichever is applicable to the property. In return for this increase in development capacity of the site, the developer would agree to rehabilitate the historic resource, if necessary; place it under easement, if possible; or have it moved to an acceptable site.

b. Feasibility:

This zoning mechanism would be particularly appropriate and feasible for the eastern Loudoun area due to the rather large scale developments on the horizon and because there are relatively few highly significant historical sites remaining. In addition, this kind of incentive is a simple method for implementing a preservation effort on a particular historic resource since the procedure is straightforward, no money would change hands and the costs to both the developer and the County would be very small and diffused.

c. Implementation:

As with other provisions of the Zoning Ordinance, rules for incentives for preserving heritage resources would be drafted by the Staff and submitted to the Planning Commission. Public hearings would be held, and, if adopted by the Board of Supervisors, the provisions would become part of the County's Zoning Ordinance.

6. The County shall enact an Ordinance, allowed under 1978 State enabling legislation, that will grant local tax incentives for the substantial rehabilitation of older properties.

a. Concept and Purpose:

State enabling legislation allows the County to institute an Ordinance which would provide tax incentives for property owners who substantially rehabilitate older structures. The purpose of the

state law is two-fold. First, it is meant to conserve energy and help keep the economy viable by giving incentives to property owners to rehabilitate older existing structures rather than tear them down because of property tax burdens. The second purpose is to encourage the preservation and rehabilitation of old and historic buildings which are important to the architectural fabric and cultural character of local communities. The incentives allowed by the law take the form of stabilized real estate assessments on that portion of the property value which is due to the rehabilitation work. Thus, property owners who want to rehabilitate structures which are at least 25 years old, can do so without causing an increase in their real estate taxes due to the rehabilitation improvements.

b. Feasibility for Eastern Area:

This Ordinance would be a county-wide Ordinance, applying to all areas of Loudoun County. It is, of course, particularly applicable to many neighborhoods in eastern Loudoun. The Planning Staff, in conjunction with the County Attorney, has drawn up a draft Ordinance, based upon the State enabling legislation. The next necessary step will be to do a study of the impact of such an Ordinance on the tax revenues to the County if such an Ordinance is adopted. This study will determine the financial feasibility of the program in terms of the County's overall economic interests. The program would most certainly be feasible in terms of private interests, as a stimulant to rehabilitation efforts, but the overall effect on the County budget has yet to be determined and this aspect is the critical one with regard to the actual feasibility of the program.

c. Implementation:

After the cost/revenue study is completed, the draft Ordinance would be amended or modified as necessary and submitted to the Board for its approval. State enabling legislation would allow local laws to go into effect any time after January 1, 1980.

B. Scenic and Open Space Resources

1. Issues/Needs:

- a. Many scenic and historically significant lands have a very high market value, especially in eastern Loudoun, and this often prevents owners from keeping these lands open, due to taxes and other financial pressures.
- b. Many, and possibly most, effective scenic preservation programs have been the result of private initiatives on the part of concerned citizens.

2. Implementation Procedure:

The County should actively encourage the acquisition of preservation easements on significant scenic and historic properties, for the purposes of heritage conservation, environmental conservation and the preservation of community and neighborhood identity.

3. Purpose and Concept:

A preservation easement is a legal agreement between a landowner and a qualified public body or non-profit organization. It is a deed that is designed so that certain restrictions are placed on the present and future use of the property. An easement may be limited to a specified number of years, but the best approach, in terms of tax benefits and preservation effectiveness, is for the easement to run in perpetuity. The owner retains most of his fee simple property rights. He can still lease or sell the land, and is not required to open the land to public access. The only legal restrictions imposed on the owner are those which are specifically stated in the easement agreement and incorporated into the deed. This also means that the owner can design the easement so that it applies to only a particular portion of his property.

Easements are generally the most effective method of preserving scenic and historic resources because of the permanence of the agreements. However, they also usually cover smaller land areas and take a great deal of time and effort to establish. Due to their concentrated and long-term effects, they are particularly appropriate for application in the eastern Loudoun area. A small number of strategically located easements could have a relatively large positive impact on the future scenic character of the eastern area.

4. Feasibility:

The County recently established a county-wide Easements Acquisition Program, following through with one of the options set forth in the Resource Management Plan. The feasibility of such a program in the eastern portion of the County depends, in large part, on the level of commitment that is present among owners of significant properties. Easements can produce certain advantages as well as disadvantages to landowners who grant them. The countywide Easement Program will focus a portion of its efforts on properties in the east, since these properties are generally subject to greater pressure for conversion than properties in the rural areas of the County.

5. Implementation:

A citizens' committee made up of persons who are knowledgeable and experienced in easement acquisition activities has been appointed by the Board of Supervisors as a first step toward the development of a full-

fledged easement program. The citizens' committee serves primarily as an informational and coordinating body which aids the Planning Staff in identifying properties worthy of easement acquisition. With the Staff serving in an advisory capacity, the committee is seeking contact with those landowners and the appropriate receiving agencies to attempt to work with both groups in order that a suitable easement agreement could be arrived at by both parties. *(The Committee serves as a coordinator, educator and negotiator.)* Depending upon the level of success, the program could be expanded at some future date to include more staff support or actual County funding or County acceptance of donated easements. Until such time, the program will rely primarily on citizen volunteers.

C. The Impact and Character of New Development

1. Issues/Needs:

Residents of the eastern Loudoun area have the right to expect and demand that new buildings and neighborhoods possess the same level of quality and visual integrity that the traditional structures and neighborhoods possessed.

2. Implementation Procedure:

The County should establish design and site planning regulations for new communities which will require that pedestrian and bicycle trails be built as an integral part of the transportation and recreation system, that major scenic areas be preserved, and that new buildings and neighborhoods exhibit a scale, character and organization that is compatible with the historic communities of the area.

3. Concept and Purpose:

The traditional human settlements that developed in Loudoun County during the 18th and 19th centuries generally grew around a mill or a crossroads or both. Due to the relatively primitive nature of transportation and communication technology, and the predominance of manual and simple mechanical manufacturing methods, residential, commercial and industrial uses were usually found in very close proximity, often with different uses in the same structure. This kind of development pattern offered several advantages. First, it tended to keep the community in a compact form which made transportation and communication easy and efficient. Second, it allowed people to live near where they worked which added a measure of convenience to their lives. Third, this compact form of village organization promoted a large degree of social solidarity and community identity.

With the development of and increased use of the automobile, people's residences began to become separated from their places of work

and commerce. Contributing to this trend was the fact that many modern industrial operations produce excessive noise, traffic and other environmental nuisances which made cohabitation with residential uses difficult and uncomfortable. The trend toward segregation of land uses increased dramatically during the development boom of the 1950's and 1960's as the modern shopping center became a common form of commercial development. The Tyson's Corner Mall was built in the late 1960's and serves as a good local example of the way "*functional ghettos*" of single-use developments have sucked the "*life blood of diversity*" from many of the villages and towns in the area. By concentrating most of the retail commercial facilities of an entire community in one building which is surrounded by parking lots and highways, it forces residents to drive their cars when they want to go shopping which reduces their choice of travel mode and further exacerbates the dependency on the car, the segregation of potentially compatible land uses and the inefficiency of community development patterns.

The desire of people to live in communities and neighborhoods which possess the character, charm, convenience and efficiency of historic developments is indicated by the popularity of and demand for residential properties in such places as Georgetown, Washington, D.C.; Old Town in Alexandria, Virginia; Annapolis, Maryland; and Leesburg. The growing market demand for real estate in such areas strongly suggests that great numbers of people in the area have a desire for the many amenities that are associated with these compact, mixed-use developments. The use of the automobile has been one of the primary culprits in the demise and deterioration of many local mixed-use villages.

Thus, there are many very strong reasons for Loudoun County to draw upon its past in order to influence new development so that new communities can exhibit some of the positive qualities that the traditional villages possessed, including those in eastern Loudoun.

The purpose of encouraging the establishment of mixed-use developments is to produce new communities and neighborhoods which have a clear identity, an energy-efficient organization and transport system, and which give their residents a maximum number of choices of lifestyles and which provide them with the greatest amount of convenience for all social, cultural and occupational activities.

The concept of mixed-use development simply involves building new communities in a manner that is generally similar to the traditional patterns of towns and villages in the County. This would include such features as residential structures located near, adjacent to or above retail commercial facilities; offices, especially doctors and dentists, located next to the residential and commercial facilities; schools integrated with residential areas, and pedestrian pathways connecting all of these land uses. These kinds of features can be implemented through County development policies, zoning regulations and site planning standards.

4. Feasibility:

The feasibility of re-establishing *"the highest growth pattern that has taken place in the County in the last 220 years,"*¹ within the eastern area of Loudoun is doubtful. What is feasible is for that traditional growth pattern to be used as a model to influence new development and especially planned communities. The eastern area is in desperate need of compact, pedestrian oriented neighborhoods which have a strong, independent identity. The County's land use policies, as defined in this plan and its zoning regulations as amended in conformance with the recommendations of this plan, could bring about a positive effect on the character and quality of future development in eastern Loudoun. The necessary actions for such success will be:

- a. Effective implementation of the policies and programs set forth in the Eastern Loudoun Area Plan.
- b. Careful and thorough negotiation, coordination and cooperation between the County and developers.
- c. Commitment and support from the citizens of eastern Loudoun for these policies and programs.

Mixed-use developments and the establishment of new communities which are convenient, efficient and comfortable are feasible for eastern Loudoun. It will require, however, a close working relationship between the County, local citizens and all developers, in order to realize success. The development industry has become specialized, which makes it more difficult for the County to bring commercial, residential and industrial uses together in one project. The policies and programs stated here define the direction the County wishes to take. Attaining these objectives will require new Ordinances, new land use decisions and a strong commitment from the citizens.

5. Implementation:

The implementation of a strategy for establishing mixed-use developments will require several actions and processes on the part of the County. These are:

- a. Coordinating the efforts of private developers:

Most new development in the area today is of a specialized nature. A development firm which has mastered the art of building shopping centers does not usually wish to become involved in building houses with which it may not have experience. Conversely,

¹

Loudoun County Resource Management Plan, (adopted May 21, 1979), p. 241.

residential developers do not often want to be involved with the unique problems of shopping centers. The County must bring these kinds of specialists together so that they can combine their efforts and work as a team on a single, mixed-use development. Also, the County must enter the design and site planning process at a very early stage so that it can effectively influence the decisions that are made. "*Mini area plans*" should be formulated with a large amount of participation from both the owner/developers and neighboring residents. These kinds of coordinating activities can be undertaken if the County adopts them as administrative policies. They are essential ingredients for achieving mixed-use development.

b. Modifications and Additions to the Zoning Ordinance:

The County's zoning regulations should be amended to include the following provisions:

- i. A zone which would allow retail commercial, office and high density residential uses to be located adjacent to one another should be established.

The Zoning Ordinance tends to segregate land uses, although the "*planned community*" zones do allow some mixes. These zones should be expanded both in terms of the amount of land area to which they apply, and the extent to which they allow mixed-uses, i.e., retail and residential uses should be allowed to occur in the same structure, not just on the same property.

- ii. Pedestrian circulation systems should be required for all new development.

The pedestrian circulation system of all new developments should be a functional transportation system, distinct from, but complementary to the road system. It should be required to tie into the County's linear park system where possible, and be organized so that residents are given a true option with regard to transport mode.

- iii. For large scale residential developments, a specified mix of high density residential, office space and retail commercial uses should be required, and these should not be segregated from each other.

A developer should be required to provide a total mix of community facilities for very large scale projects. This will help reduce the segregation that normally occurs in new developments. It is important that these non-residential facilities be focused on the new community itself, so that they

serve to increase community identity, efficiency and convenience. In addition, these uses should be mingled together rather than isolated in their own separate lots and structures.

- iv. The road system in new developments should reinforce the pedestrian system rather than interfere with it.

Standards should be developed for inclusion in the Zoning Ordinance which would require that new communities be built "*around*" the pedestrian and the bicycle instead of the auto. The road system should have a secondary priority in transportation design within neighborhoods. If the pathways and trails are the primary transportation system in a new community, the community will be more compact, more efficient and very likely, more livable.

APPENDIX

A. Inventory and Evaluation Procedures

1. General Approach:

The remaining historic resources in eastern Loudoun are fewer than in most other areas of the County. Also, the dramatically significant sites and structures which are found throughout the central and western sections of the County are relatively rare in the eastern part. There are, of course, a few very important historic and scenic sites, but generally, the very old and the very significant resources are uncommon in the east. For this reason, evaluation of historic and scenic resources in eastern Loudoun should not be as restrictive as it might be in areas which are rich in historic resources. A typical historic site or structure in eastern Loudoun has, in fact, relatively more importance in terms of heritage conservation than would a similar site in the western part of the County, due to the fewer resources in the east, as well as to the imminent threat of destruction from rapidly expanding suburban growth.

Two sources were used to identify the historic resources in the east. First and primary was the inventory done by Mr. John G. Lewis, the former Regional Representative of the Virginia Historic Landmarks Commission. Second was a field survey and analysis done by the Loudoun County Comprehensive Planning staff. Both of these inventories were evaluated against the criteria set forth in the County's Resource Management Plan.

2. The Virginia Historic Landmarks Commission Inventory:

The survey and documentation done by Mr. Lewis during the last few years, focused primarily on those sites which had potentially the greatest local, regional and national significance, either architecturally in terms of design and materials, or historically, in terms of significant events or people. The primary focus of the V.H.L.C. survey was, therefore, in the central and western portions of the County where such resources are more abundant. However, this survey did identify several highly significant sites which merit high priority for conservation and preservation efforts.

3. Field Survey:

The Loudoun County Comprehensive Planning staff undertook a field survey of the eastern Loudoun area in an attempt to identify some of the sites which were not included in the V.H.L.C. survey. The staff interviewed several long-time local residents and completed a windshield survey of some of the neighborhoods which have substantial numbers of older buildings.

4. Criteria for Analysis:

The criteria used for evaluating the identified sites are the same as those set forth in the Resource Management Plan. These criteria express a non-quantitative method of evaluation which allows some flexibility in order to take into account the unique nature of the individual historic resources. (Refer to RMP, p. 64.)

B. Cultural Heritage Resources Inventory (see Figure 1, page 271)

Communities and Settlements

1. Daysville (now destroyed) V.H.L.C. No. 53-608:

This was a small crossroads community, founded in 1817, primarily as a stopping place between Dranesville, four miles to the east and Leesburg, ten miles to the west. A skirmish between the first Vermont Cavalry and Mosby's Rangers occurred in the vicinity in 1863. It was located in the area of the present Northern Virginia Community College.

2. Oak Grove:

This community is one of the earliest black settlements in the County, dating from 1874. It was formed after the Civil War by former Virginia slaves.

3. Old Sterling:

This is the "downtown" area of the village of Sterling. There are many buildings which date back 50 to 100 years, most of which are wood frame structures. The basic character of this neighborhood has been well preserved, largely due to the fact that Church Road (Route 625) runs to the south of Ruritan road, which is the road on which most of these structures are located. This "bypass" has reduced some of the obvious conversion pressure that might otherwise bear on this old neighborhood. This community is a good representative of the early railroad towns of this locality, and remains relatively intact.

4. Village of Nokes:

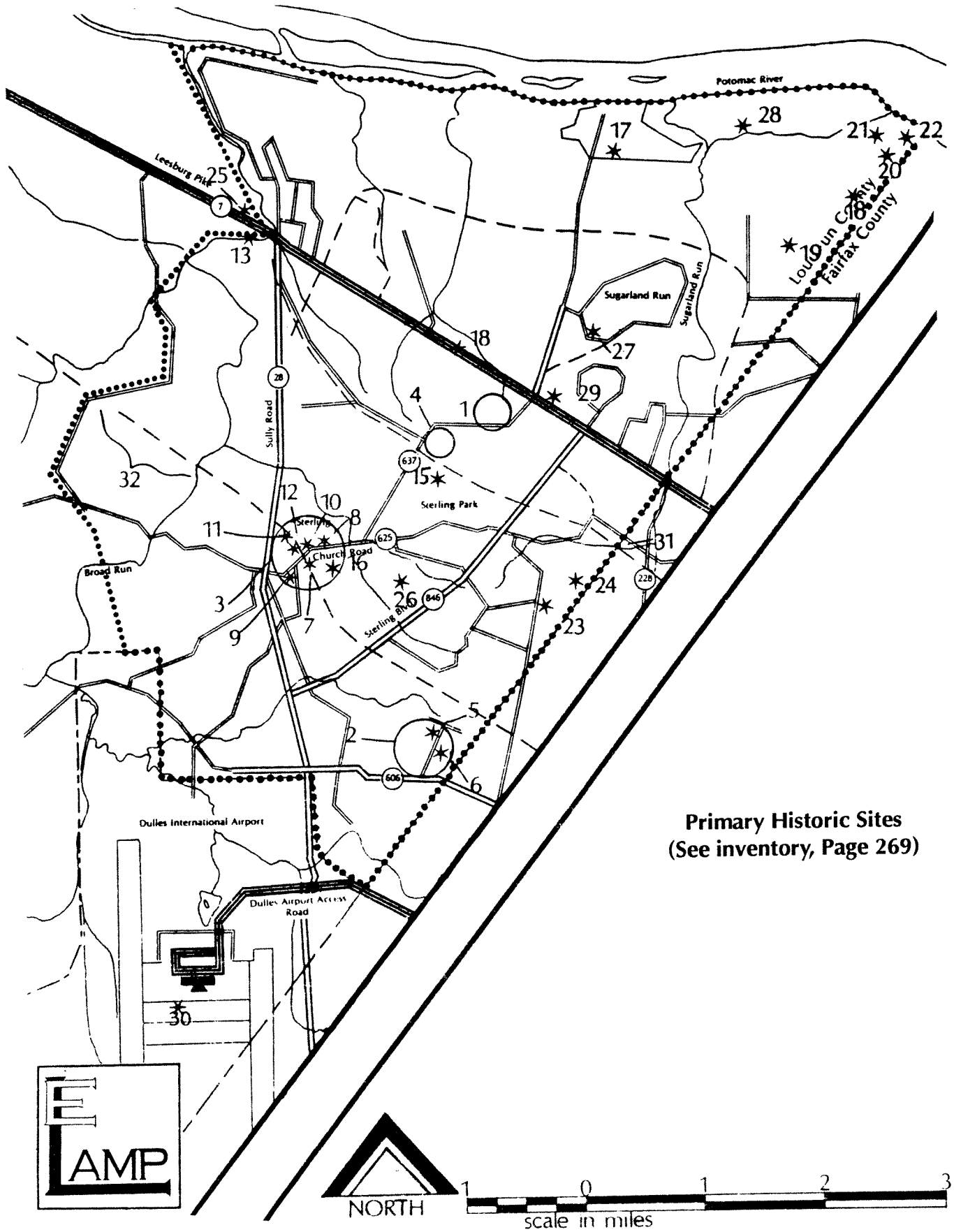
Settled after the Civil War; includes decaying frame house of Ada Nokes.

Individual Sites and Structures:

5. Oak Grove Church:

Originally built in 1868; destroyed by fire. Rebuilt in 1944.

Figure 1



6. Jim Jackson's Store:

Late 19th century; one of the largest and oldest country stores in the area. Closed 1930.

7. Sterling Methodist Church:

Built in 1880.

8. Old Sterling School:

Two room frame building, built in 1879, closed in 1947.

9. Brick Sterling School:

Built in 1947.

10. Guilford Church:

Board and batten structure, gothic windows and doors; built 1882.

11. James Buchanan Summer Home:

Frame house built c. 1859-60. Used as summer home by President James Buchanan.

12. Old Sterling Post Office Building:

Used as post office 1887-1907.

13. Broad Run Bridge and Toll House (*Bridge destroyed*) V.H.L.C. No. 53-110:

This was a stone bridge built by the Leesburg Turnpike Company around 1820 as part of the road which was to connect Alexandria with Leesburg. The bridge was in use until 1949 when a concrete and steel bridge was built beside it. Until its final collapse in 1976, it was one of the few remaining stone bridge/toll house combinations in the Commonwealth. It is listed on the National Register of Historic Places and is a County Historic site.

14. Broad Run Mill (*destroyed*) V.H.L.C. No. 53-431:

An early mill at Broad Run, destroyed, as most of the other mills in the County have been.

15. Moore House - now the "*Claude Moore Education Center and Historic Farm*", V.H.L.C. No. 53-498, 18th century house.

16. "Cascades", Kaufman House, V.H.L.C. No. 53-514:

Early farm house, built in the late 1700's, on land which was part of the original McCarty grant.

17. Algonkian Park (*site*) V.H.L.C. No. 53-570:

Now a regional park, built on land which was part of the original McCarty grant.

18. Frame House (*destroyed*) V.H.L.C. No. 53-571:

Probably the Ankers House, built by Samuel Ankers, a blacksmith, in 1856. Probably the first structure in the Daysville settlement.

19. Brockman House V.H.L.C. No. 53-578:

Built in the late 1700's or early 1800's on land which was part of the original McCarty grant.

20. Seneca Quarry (*site*) V.H.L.C. No. 53-579:

Early quarry site.

21. Potomac Canal at Seneca V.H.L.C. No. 53-580:

Site of George Washington's first attempt at building a canal on the Virginia side of the Potomac.

22. Marker Stone for Potomac Canal V.H.L.C. No. 53-581.

23. Bates House V.H.L.C. No. 53-750.

24. Cameron Parish Anglican Church (*destroyed*).

25. Log House at Broad Run V.H.L.C. No. 53-697, 698:

Early log house, moved to Leesburg area.

26. Old Barn in Sterling Park:

One of the only remaining farm structures on the farmlands which were converted to residential use when Sterling Park was built. It is an example of successful adaptive use, having been converted to a privately owned meeting hall used for community activities.

27. Hepner House:

Frame house located on the former Hepner dairy farm, now in the middle of the Sugarland Run subdivision. An early to mid-twentieth century frame house surrounded by 1970's suburban houses.

28. Lowe's Island:

Significant archaeological site where evidence of early Indian settlements has been discovered. Artifacts date back between 6,000-10,000 years.

29. Daysville School:

One room frame school house built in 1889.

30. Dulles Airport Terminal:

(Technically not within Eastern Loudoun Area Plan boundaries, but closely associated with the eastern Loudoun community).

Dramatically beautiful and innovative airport facility, designed by Eero Saarinen; built 1962. Concrete piers and steel cable roof.

Roads, Trails and Rails:

31. Vestals Gap Road:

One of the most significant historic roads in the country. The road was the major east-west transportation route in Virginia during the 18th century. It was traveled many times by George Washington before and during the Revolution. It began as a natural animal trail, became a major Indian trail and was eventually improved by the colonists in the early 1700's. It is no longer in active public use.

32. Washington and Old Dominion Railroad:

Railroad which connected towns in western Loudoun County to Alexandria. Abandoned for rail use, purchased by Northern Virginia Regional Park Authority which is building a multi-use trail along the rail bed.

Scenic Resources:

There are numerous scenic resources in eastern Loudoun County. Rather than attempt a complete listing, only some of the major ones will be mentioned here. Generally, the conservation of scenic resources will be approached through other parallel and overlapping program areas such as historic districts, County and

regional parks and recreation areas, easements, environmentally sensitive areas, etc. A few of the outstanding scenic resources in the eastern area are the following: (see *Figure 2, pg. 276*).

1. Potomac River Shoreline:

The shoreline consists primarily of lands which lie in the 100 year floodplain. The Northern Virginia Regional Park Authority has acquired much of the shoreline land in eastern Loudoun County for a potential linear park.

2. Algonkian Regional Park:

This regional park is part of the Potomac's 100 year floodplain and includes some of the shoreline itself.

3. Broad Run:

This stream runs from the southeast portion of the County to its confluence with the Potomac River, passing through the western portion of the Eastern Loudoun Management Area.

4. Sugarland Run:

This creek enters Loudoun County near Route 7 and flows north to its confluence with the Potomac River.

5. National Wildlife Federation (*Claude Moore Education Center and Historic Farm*):

A large tract of undeveloped woodland south of Route 7, just west of Sterling Park.

Figure 2

